



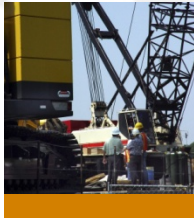
Performance Briefs

Mobility and Economic Competitiveness

October 2010

This Performance Brief provides performance information used by the Florida Department of Transportation and others to guide the development and investment decisions for Florida's transportation systems. Additional Briefs and related information on transportation performance reporting in Florida are available at <http://www.dot.state.fl.us/planning/performance>.

This Performance Brief is reporting on one of the five goals of the 2025 Florida Transportation Plan (FTP). A new 2060 Florida Transportation Plan is being developed and expected to be completed by December 2010. The 2011 Performance Briefs will be revised to align with the goals of the 2060 FTP.



Our Goal:

A Stronger Economy through Enhanced Mobility for People and Freight

Florida's economic competitiveness depends on efficient, affordable and reliable movement of people and goods. As the demand for moving both people and freight continues to increase, Florida must change the way it plans and manages its transportation system. Transportation decisions must be made from the perspective of the trip – that is, the best solution must be identified for moving people and freight between major trip origins and destinations, with mobility solutions often involving multiple state, regional, local transportation facilities and a combination of modes. Transportation decisions also must increase transportation choice and available modal options which provide accessibility to and connectivity among Florida's economic, community and recreational assets. This goal addresses three major types of trips – those between regions, states and nations; those between communities within a common region; and those within communities.

Numerous agencies at the federal, state, regional and local levels are responsible for meeting Florida's mobility needs for both people and freight. Transportation planning and investment responsibilities are shifting over time from the agencies owning or operating individual facilities to partnerships which work together to plan and implement at the statewide, regional, or local levels. The Florida Department of Transportation (FDOT) is the lead agency responsible for interregional, interstate and international mobility – delivered primarily through the Strategic Intermodal System – but must work closely through shared decision making with modal partners, other state agencies, metropolitan planning organizations and local governments to meet these needs. Regional entities, ranging from regional transportation authorities to metropolitan planning organization alliances to new types of organizations which may not exist today, will play the lead role in identifying and addressing regional mobility needs, in partnership with FDOT and local governments. Local governments will have the primary responsibility for identifying and addressing local mobility needs, in partnership with FDOT and regional entities.

Our Long Range Objectives:

- The 2025 Florida Transportation Plan identifies several long-range mobility and economic competitiveness objectives:

Mobility Between Regions, States and Nations

- Provide for smooth and efficient transfers for both people and freight between transportation modes and between the Strategic Intermodal System and other transportation facilities.

- Reduce delay on and improve the reliability of Strategic Intermodal System facilities.
- Preserve new capacity on the Strategic Intermodal System for projected growth in trips between regions, states and nations, especially for trips associated with economic competitiveness.
- Expand the use of modal alternatives to Strategic Intermodal System highways for travel and transport between regions, states and nations.
- Establish statewide criteria for identifying and developing new Strategic Intermodal System facilities where such facilities are needed to connect the economic regions of the state, especially economically distressed areas, in coordination with regional and community visions.

Mobility Within Regions

- Develop regional visions and action plans which integrate transportation, land use, economic, community and environmental systems to guide transportation decision making and investments. Focus attention on meeting regional mobility needs transcending traditional jurisdictional boundaries and ensuring connectivity between Strategic Intermodal System, regional and local facilities.
- Facilitate economic development opportunities in Florida's economically distressed areas by improving transportation access from these areas to markets in a manner that reflects regional and community visions.

Mobility Within Communities

- Develop multimodal transportation systems to support community visions.
- Expand transportation choices to enhance local mobility and to maintain the performance of the Strategic Intermodal System and regionally significant facilities.
- Reduce per capita vehicle miles traveled by single occupant vehicles, especially during peak hours of highway use. Ensure the accessibility of the transportation system to all users, including young, elderly, disabled and economically disadvantaged persons.

Mobility Between Regions, States and Nations

The state (led by FDOT, working with its partners) plays the lead role in planning and managing mobility between Florida's diverse regions, as well as between Florida and other states and nations. This is accomplished through implementation of the Strategic Intermodal System (SIS), created by state law in 2003.

The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals,

rail corridors, waterways and highways. Some of the facilities included in the SIS are labeled “Emerging SIS” to indicate their potential for future growth. These generally carry lower volumes of people and freight, but are located in fast-growing areas or rural areas and therefore may grow in importance in the future.

The SIS comprises state highways owned by FDOT as well as airports, spaceports, seaports, waterways, rail lines and terminals, and roads owned by local governments, independent authorities and the private sector. These facilities are the workhorses of Florida’s transportation system. They carry more than 99 percent of all commercial air passengers and cargo, virtually all waterborne freight and cruise passengers, almost all rail freight, and 89 percent of all interregional rail and bus passengers. They also account for more than 70 percent of all truck traffic and 55 percent of total traffic on the State Highway System.

All SIS facilities are eligible for state transportation funding, regardless of mode or ownership. Because the SIS includes facilities owned by the state as well as regional, local and private sector partners, guidelines are needed for determining which types of SIS investments are eligible for state funding.

The SIS Strategic Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur and how to set priorities among these investments given limited funding. The Plan provides guidance for the dollars FDOT anticipates investing in expanding the capacity of the SIS through its Work Program, as well as additional dollars anticipated to be invested in the SIS by federal agencies, local governments, transportation authorities, and private sector owners and operators of SIS facilities. The Plan also guides FDOT and partners in identifying and setting priorities for investment needs over the next 25 years.

The 2005 SIS Strategic Plan defined the policies and processes needed to move the SIS from concept to implementation. The plan focused the state’s primary role in transportation on supporting travel and transport between Florida’s regions and between Florida and other states and nations. It also established processes for designating SIS facilities and planning SIS investments. The 2010 SIS Strategic Plan builds on this foundation and strengthens strategies for improving mobility, increasing intermodal connectivity and supporting economic development.

Detailed information about the SIS and the SIS Strategic Plan is available at Florida’s Strategic Intermodal System website at www.dot.state.fl.us/planning/sis.

Short-Range Objective:

- Through 2015, maintain the average growth rate in person-hours of delay on Florida Strategic Intermodal System (SIS) highways at or below 5 percent.

Delay on Strategic Intermodal System (SIS) Highways

The department has transformed its prior focus on the Florida Intrastate Highway System (FIHS) to emphasize the Strategic Intermodal System highway corridors as the backbone of Florida's transportation system. To that end, the department has converted FIHS activities and financial processes to fully reflect the SIS. In order to provide a simple assessment of system performance, we will concentrate on the amount of person-hours of delay experienced by drivers on SIS highways.

How do we measure it? How do we measure how well a highway system is "working"? How do we assess the potential impact certain funding scenarios will have on the operation of the highway system? Traditionally, transportation agencies judged performance based upon highway "level of service," which essentially measures how well highways accommodate vehicles, not mobility for people and goods. The department, its partners, elected officials and citizens are seeking new ways to measure performance to help answer questions such as:

- How can we improve transportation to serve people and commerce?
- What are we getting from our investments in transportation?
- Are we investing in transportation as efficiently as possible?

The department has worked with national experts, metropolitan planning organizations and other partners to develop some indicators of mobility performance. Initially, the indicators focused on the past and present operating condition of the Florida Intrastate Highway System. We are expanding them to measure mobility on Strategic Intermodal System highways and for other modes of transportation.

To see how well the Strategic Intermodal System provides its intended high-volume traffic movement, the department has developed some measures of mobility. There are four different dimensions of mobility, each with more than one measure:

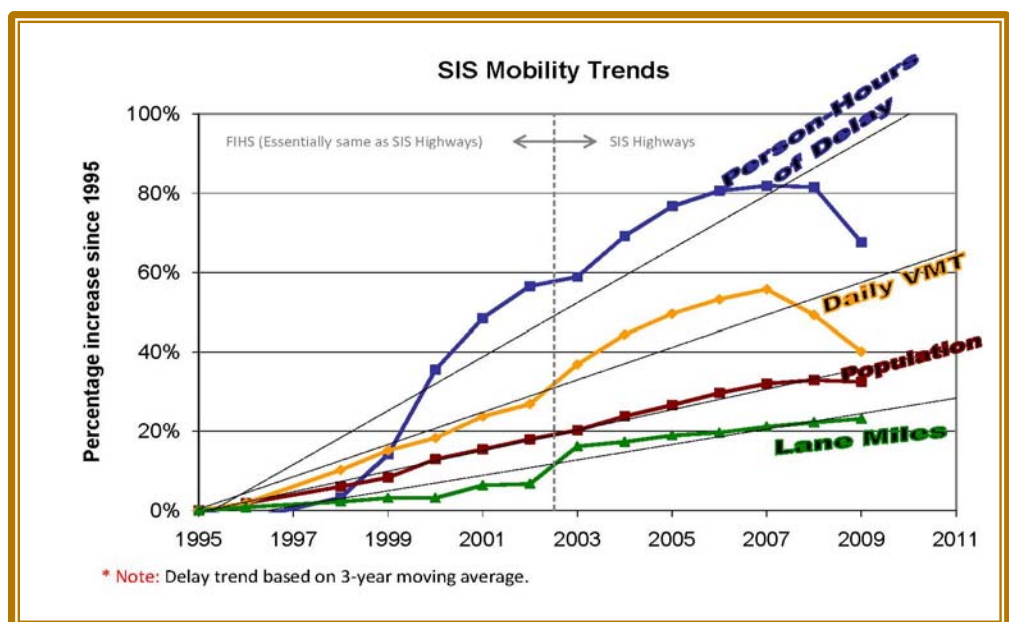
- **Quantity of travel** – reflects the magnitude of the use of a facility or service. The measures are person miles traveled, truck miles traveled and vehicle miles traveled.
- **Quality of travel** – describes travel conditions and the effects of congestion on travelers. The measures are average speed and delay.
- **Accessibility** – describes the ease with which people can connect to the multimodal transportation system. The measures are connectivity to intermodal facilities, dwelling unit proximity, employment proximity and industrial/warehouse facility proximity.
- **Utilization** – indicates whether or not a transportation system is properly sized and has the ability to accommodate growth. The measures are percent system heavily congested, percent travel heavily congested, vehicles per lane mile and duration of congestion.

All of the measures above are important and should be examined together to get a complete picture of mobility. In order to provide a simple assessment of system performance, we have chosen to concentrate on the amount of delay experienced by drivers. Delay is the difference between the uncongested travel time (at a realistic speed, including effects of signals and other road conditions) and the estimated travel time (using estimated average speed for the traffic and road conditions).

Measure	2009 Data
Population	18.75 million
Daily Person Hours of Delay on SIS highways	300 thousand hours
Daily Vehicle Miles Traveled on SIS highways	157 million
Lane Miles on SIS highways	18 thousand

Population changes and economic activity have a great effect on the vehicle miles traveled by commuters, tourists and businesses. Person hours of delay is very sensitive to mile-by-mile changes in both demand (vehicle miles of travel) and capacity (lane miles). The current economic recession has played a significant role in the ease of delay and the decline of VMTs. These factors are expected to rise again when the economy rebounds.

The accompanying chart shows historical data for SIS highways and their FIHS predecessors. From 1995 to 2007, the average annual increase in person hours of delay was 5.4 percent. Meanwhile, vehicle miles travelled (VMT) on the SIS highways was growing at a faster rate than population and lane miles. Even with the current



economic downturn, it is clear VMT demand and resulting delay will continue to outpace the capacity expansion of SIS highways in the long run when the economy recovers sufficiently to put more workers, shoppers and tourists back on the road.

Person-hours of delay highlights problems in urbanized areas since most of the delay occurs in those areas. However, there are clearly concerns for travel on SIS highways between urban areas as well. Congestion is a long-term problem not confined to our urban areas and adversely affecting livability and economic competitiveness. The department is developing a measure to assess the travel conditions between urban areas.

Mobility Within Regions

Strong regional partnerships will provide a structure for identifying and implementing regional priorities in both urban and rural areas. Regional transportation investments should reflect the balance between facilitating efficient travel and transport and maintaining unique community and environmental resources within each region.

Transportation decisions should be made in the context of an integrated transportation, economic development and land use vision reflecting the input of the region's elected officials, residents and other stakeholders, including key transportation partners, economic development organizations and resource agencies.

To support and facilitate the development of regional visions and action plans:

- Regional visions should be developed for relatively large geographic areas throughout the state through a bottom up process in which all jurisdictions join one or more regions;
- Regional visions and action plans should be the result of close coordination and harmonization with Florida Department of Transportation partners;
- Regional visions and action plans should augment and build upon existing entities, processes and plans;
- The regional planning process should result in key outcomes, including priorities for investments in a regional transportation network including multimodal options and reflecting the balance between efficient regional travel and community and environmental resources within each region; and
- Transportation funding from various sources should be identified to help provide significant, recurring and reliable support for developing and implementing regional visions.

Coalitions of counties and cities in at least seven regions of Florida are collaborating today on long-term growth visions. Such visions can indicate how regions desire to grow in the future and provide important information about likely long-term development patterns. These visions and related action plans also may provide

guidance about critical environmental, community and economic assets, including those which would benefit from enhanced access and those where transportation impacts should be avoided or minimized.

It is important planning for future corridors and other major statewide and regional transportation investments be consistent with these regional visions where they exist. Where regional visions are underway – as is the case in most regions today – it is also important for these critical transportation decisions to be made as the broader vision is determined, so transportation needs do not “drive” the vision.

Key Challenges Facing the Regional Visioning Process

Faced with the challenges and opportunities associated with the projected doubling of its population in 45 years, the seven-county Central Florida Region gave its residents the opportunity to be the first in Florida to create a shared vision to answer the question, “How Shall We Grow?”. The result has been an 18-month endeavor which engaged residents, community leaders and elected officials from throughout the Central Florida Region (defined as Brevard, Lake, Orange, Osceola, Polk, Seminole and Volusia counties) in intensive “community conversations” to create a 50-year vision and policy framework to guide future growth in Central Florida. The conversations included all 86 cities in these seven counties, as well as dozens of other community and business groups.

The project approach included four primary components, occurring in parallel.

- **Leadership engagement** – Informing elected officials, business leaders and community leaders, obtaining their input on key issues and solutions, and building consensus around the vision.
- **Community engagement** – Informing, obtaining input from and building consensus among a broad-cross section of Central Florida residents. Nearly 20,000 citizens were involved over a 18-month period in a series of community and regional workshops in creating a shared growth vision for the region.
- **Communication strategies** – Informing leaders and citizens about the progress of the regional vision, in support of the more targeted engagement activities. These included outreach to the general public as well as key targeted audiences and extensive media coordination.
- **Technical activities** – Developing the data, maps and scenarios leaders and citizens used in making decisions about future growth.

The key outcomes of this process included the development of the following:

- A high-level, 50-year vision embracing a future different than the current growth trend focusing on four key themes (conservation, countryside, centers and corridors), including principles which should guide future growth decisions;

- A policy framework as well as an implementation plan to guide state, regional and local agencies to ensure their future decisions are consistent with the vision;
- Continued collaboration among the 10 organizations which partnered during this process to discuss issues and next steps for implementing the vision; and
- Formation of the Central Florida Congress of Regional Leaders (which includes 16 elected officials representing city and county governments and the school boards of the seven counties) to help encourage implementation of the growth vision by developing common policies and practices around regional principles adopted in the Central Florida growth vision.

Short-Range Objective:

- By 2010, 100 percent of Florida's counties will have entered into regional partnerships to compete for Transportation Regional Incentive Program (TRIP) funds.

The Transportation Regional Incentive Program (TRIP)

The Transportation Regional Incentive Program was created as part of major Growth Management legislation enacted during the 2005 Legislative Session. The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners.

Local in-kind matches such as right of way donations and private funds made available to the regional partners are allowed. Federal funds attributable to urbanized areas over 200,000 population may also be used for the local/regional match.

A key feature of this flexible program allows metropolitan planning organizations, counties, or multi-county regional transportation authorities to participate with neighboring jurisdictions. Partners must establish an interlocal agreement which at a minimum:

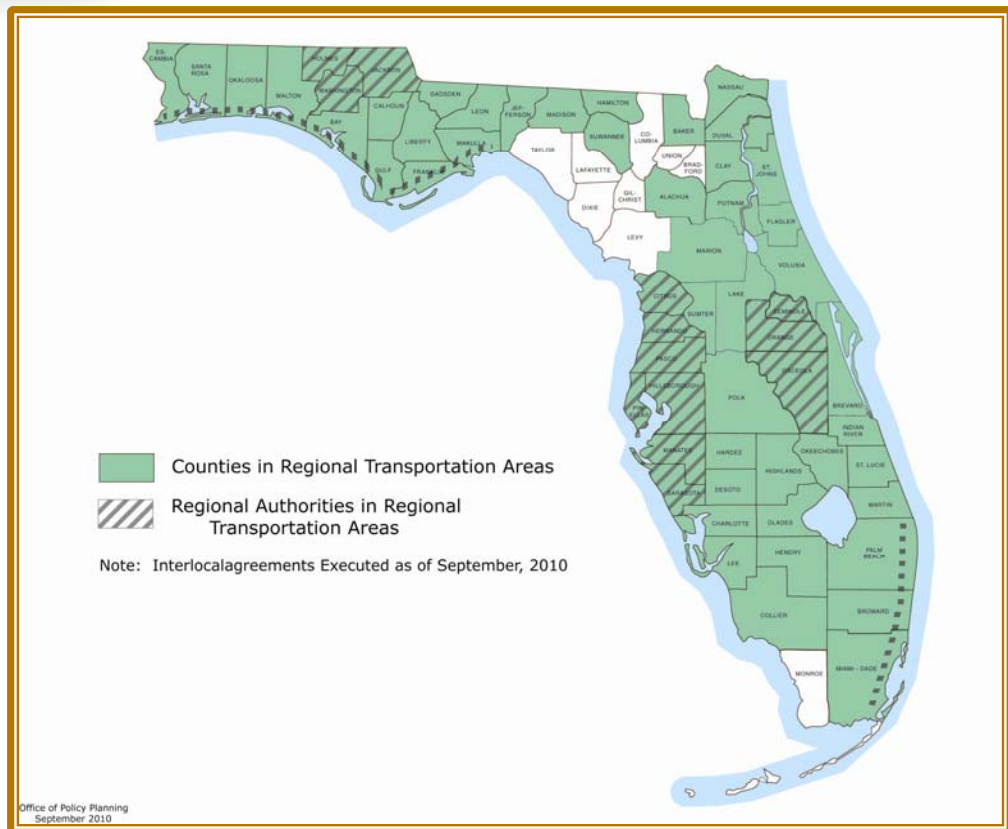
- Identifies the entity to coordinate the development of a regional transportation plan;
- Delineates the boundaries of the regional transportation area;
- Provides the duration of the agreement and how it may be changed;
- Describes the planning process; and
- Defines a dispute resolution process.

To be eligible for Transportation Regional Incentive Program (TRIP) funding, regional transportation areas must develop a regional transportation plan identifying regionally significant transportation facilities in the regional transportation area; and containing a prioritized list of regionally significant projects.

Projects selected for funding through the TRIP must:

- Support facilities serving national, statewide, or regional functions and functioning as an integrated transportation system;
- Be identified in appropriate local government capital improvements program(s) or long-term concurrency management system(s) which are in compliance with state comprehensive plan requirements;
- Be consistent with the Strategic Intermodal System;
- Be in compliance with local corridor management policies; and
- Have commitment of local, regional, or private matching funds.

As of September 2010, 58 out of the 67 eligible Florida counties (87 percent) plus three regional authorities (Tri-County Airport Authority and US 98 Corridor Authority in District 3, and LYNX in District 5) entered into an interlocal agreement as part of a regional transportation area. The goal is to enter 100 percent of the counties into an interlocal agreement pursuant to the Transportation Regional Incentive Program by 2010. Some of the non-participating counties have discussed a potential partnership. Most of the non-participating counties are located in District 2.



The Transportation Regional Incentive Program would not only benefit growing urban regions but it should also benefit rural and economically disadvantaged

localities. As such, there is also an established long-range objective aimed at improving transportation access to Florida's rural and economically distressed counties and communities which are currently eligible for the Rural Economic Development Initiative in a manner which reflects regional and community visions.

These economically distressed areas are characterized by factors including low per capita income, low per capita taxable values, high unemployment, high under-employment, low weekly earned wages compared to the state average, high percentages of the population receiving public assistance, high poverty levels and low housing values compared to the state average, and a lack of year-round stable employment opportunities. As regional visions unfold and the Transportation Regional Incentive Program becomes widely implemented, a more quantifiable short-range objective related to transportation access to more disadvantaged regions will be developed.

System Operations

The department recognizes additional roadways and facility improvements, by themselves, will not solve our traffic problems. The solution will be a diverse set of options requiring funding commitments, as well as a variety of changes in the ways transportation systems are used. Travel choices, Intelligent Transportation Systems and land use must be considered. Use of access management increases safety and as well, extends the useful life of our existing roadways.

Travel on the State Highway System in heavily congested conditions, as measured by vehicle miles traveled, has been increasing. Relieving congestion with operational improvements can help improve traffic flow.

In the last decade, the transportation industry has made great progress in using Intelligent Transportation Systems tools to enhance the nation's transportation systems. Many other tools and efforts such as Transportation System Management and Operations are being used to improve the operation of the existing system and reduce travel demand. The purpose of Transportation System Management and Operations is to emphasize the importance of managing and operating existing roadways, systems and infrastructure as efficiently and effectively as possible. Development of additional short-range objectives will be coordinated with implementation of the department's Intelligent Transportation Systems Strategic Plan and our partners, many of whom plan and implement Intelligent Transportation Systems, transportation system management and demand management strategies.

The department routinely constructs turn lanes, revises median openings and designs, improves traffic signalization and signal systems, and makes other improvements to the operation of state highways and affected local government roads. Many of these activities take place as an added component of resurfacing

state roads as part of the highway preservation program. These kinds of improvements are known as transportation system management strategies.

Transportation demand management strategies to reduce auto travel can help with managing the system – both by reducing the number and length of trips and by increasing vehicle occupancy. The department works with local governments and other partners to encourage the use of transportation demand management techniques such as bicycle and pedestrian programs, commuter computer matching and ridesharing, car pooling, park-and-ride lots, transit, commuter rail, telecommuting, alternative work hours, trip reduction ordinances, congestion pricing and other ways to reduce peak hour demand on roadways.

The development of master plans and action plans for the Strategic Intermodal System includes support for all modes of transport and the provision of a premium travel experience for high occupancy vehicles by incorporating special purpose lanes with exclusive connections to park and ride lots and transit services. The staged implementation of these plans is progressing consistent with the availability of funds. The department contracts with the Florida Highway Patrol to enforce the use of high occupant vehicle lanes, which helps maintain the integrity of the lanes and the benefits they provide.

Access Management

Comprehensive access management is an effective strategy to address traffic congestion, crashes and loss of roadway capacity. Access management programs address the location and design of public street and driveway connections to the roadway, as well as subdivision and site design practices. Because it involves both land use and transportation, access management also requires cooperation with government agencies responsible for transportation and land development decisions.

The goal of our program is to limit and separate traffic conflict points. By reducing conflict, we can increase safety and traffic operations. Florida's access management standards and regulations – developed using national standards and research undertaken or sponsored by the FDOT – help provide safer and more efficient travel.

Virtually all the department's new multi-lane highway projects are designed with restrictive medians, which greatly enhance the safety of the traveling public. Because access management can be controversial, the department makes a significant effort to work with the public during the planning of these projects. Each district has a team to handle access management issues at the district level.

Short-Range Objective:

- Through 2015, improve safety and traffic flow by reducing the number of commercial vehicle crashes on the State Highway System to or below 7.7 per 100 million vehicle miles traveled.

Incident and Emergency Management

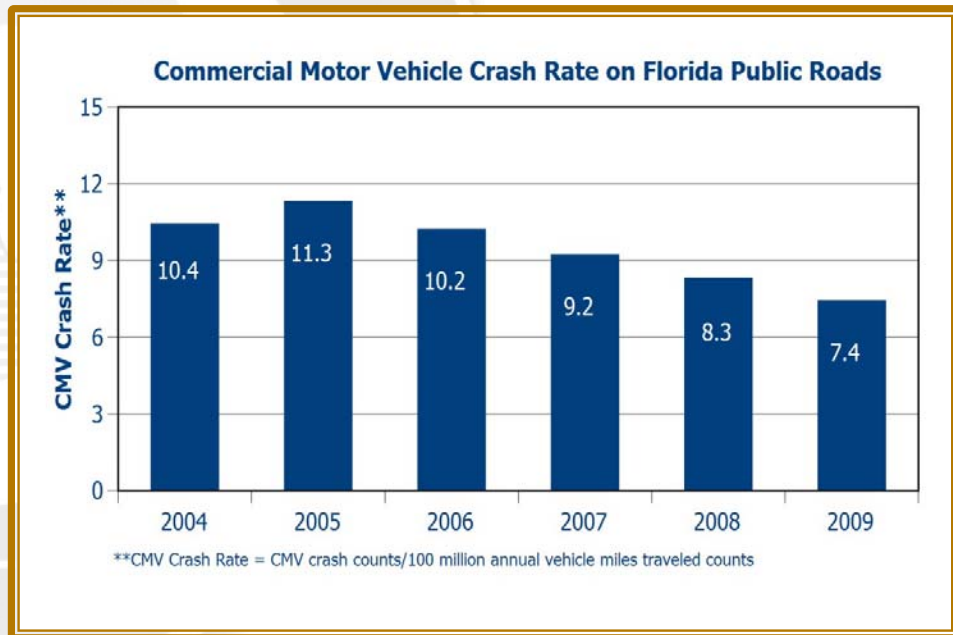
Commercial vehicles are large trucks – trucks weighing more than 10,000 pounds – and other vehicles such as interstate buses. Crashes involving commercial vehicles often have significant impacts on local or regional traffic, particularly if highways must be partially or fully closed as a result of a crash. The department enforces Florida’s weight, size and safety laws to make the roads a safe place to operate for trucks and other vehicles. It plays a key role in working with local Incident Response Teams when highway crashes involve large trucks. Florida is also vulnerable to a variety of other hazards which threaten our communities, businesses and the environment.

Potential hazards include hurricanes, floods, wildfires and acts of terrorism.

Measures of Effectiveness	Baseline FY2000/01	FY2009/10 Data
Number of commercial motor vehicle safety inspections performed	62,813	117,820

Vehicle crashes on highways often affect far more travelers and businesses than just those directly involved in the crash. It is critical crash victims be attended to as soon as possible to reduce the possibility of deaths or serious injuries. At the same time, it is not unusual for major highways to be partially or fully closed while vehicles and debris are removed, which creates or compounds traffic congestion and causes delay for users in the vicinity of the crash. Occasionally, hazardous materials – some of which can be life-threatening – and other commodities are spilled as a result of these crashes or as a result of crashes on other transportation modes such as the railroad network.

Incident Response Teams have been formed in all 7 districts and the Turnpike Enterprise to respond rapidly to these incidents. The teams include local emergency response services, the Florida Highway Patrol and local law enforcement officers, state and local traffic engineers, state and local maintenance personnel, and the staff and resources of other partners which may be needed. These teams work together to reduce the severity of injuries resulting from crashes and to restore transportation facilities to normal operating conditions as soon as possible. The department is an active participant, providing traffic engineering, maintenance and Motor Carrier Compliance personnel and resources to work with other team members. Communication between team members is a critical part of cooperation.



In an effort to provide the traveling public a cost effective and high quality transportation infrastructure, the department and the Florida Highway Patrol have implemented the "Open Roads Policy". The goal of the "Open Roads Policy" is to clear damaged vehicles, spilled cargo and debris as soon as it is safe to do so. It is understood damage to vehicles or cargo may occur as a result of clearing the roadway on an urgent basis. While reasonable attempts to avoid such damage shall be taken, the highest priority is restoring traffic to normal conditions. A combined goal of all agencies is all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer, with the understanding this goal may not be obtainable with more complex scenarios, which may require additional time for complete clearance.

The department now requires specialized equipment and trained operators to quickly remove heavy trucks hauling larger loads after an incident. Consistent with the "Open Roads Policy," several Districts have adopted an innovative clearance strategy by implementing the Rapid Incident Scene Clearance (RISC) Program in order to significantly reduce the time it takes to clear major accidents and incidents. This program utilizes vendors which can provide specialized heavy-duty wreckers and equipment to rapidly clear the roadway on limited access facilities.

Further, the department is committed to expanding the service and coverage of the Road Rangers. The United States Department of Transportation estimates service patrols (Road Rangers) can reduce delays up to 45 percent. The primary focus of the Road Rangers is to assist in the clearance of traffic crashes, in addition to continuously roving the roadway in the service area looking for stranded motorists, debris on the road, traffic crashes or other incidents. The Road Rangers assist in these situations to help motorists and ultimately to keep traffic moving. The service

is free and if the repair exceeds the Road Ranger's capabilities, they will move the disabled vehicle to a safe place and have the Highway Patrol contact another towing service to assist. The other towing service is at the motorists' expense.

Six districts and the Turnpike Enterprise provided Road Rangers services in fiscal year 2009/2010. For the period July 2009 to June 2010, there were 362,318 Road Rangers stops made statewide along 1,062.4 miles of coverage. District 3 is making progress toward implementation of service in the next fiscal year. Several of the Districts currently provide Road Ranger service on a "24/7" basis. A number of the 125 total statewide Road Ranger vehicle fleet is equipped with automatic vehicle location capabilities.

Florida has a State Emergency Response Team composed of staff from key state agencies to ensure the state is prepared to respond to emergencies, recover from them and mitigate their impacts. The State Emergency Operations Center provides direction and coordination of emergency response and recovery efforts before, during and after times of impending or serious emergencies or disasters. When the magnitude of the emergency or disaster exhausts local response capabilities, the Center may be activated to meet the needs.

Short-Range Objective:

- Through 2015, improve system efficiency by deploying Intelligent Transportation Systems (ITS) technology on critical state corridors.

Intelligent Transportation Systems

In order to better accommodate our growth in population, tourism and commerce, the Florida Department of Transportation is committed to develop and deploy sophisticated, fully-integrated, statewide Intelligent Transportation Systems in a cost-efficient manner. These systems represent the application of real-time information systems and advanced technologies as transportation management tools to improve the movement of people, goods and services. Intelligent Transportation Systems use advanced technologies to remedy mobility and safety problems, which may delay or possibly eliminate building new roads and expanding existing ones. As ITS evolves in Florida, the development and reporting of operations performance measures is a high priority for FDOT to demonstrate and document the benefits of ITS. When the ITS Program began addressing performance in 2004, the districts had no automated data collection systems and were initially limited to measures of basic production and usage (*output*). The initial output measures reported statewide were 511 calls, Road Rangers assists and centerline miles of limited access highways managed by ITS.

As ITS deployment and integration proliferate, measures of performance and resulting benefits (or *outcome*) can be more accurately documented and reported.

Three ITS *outcome* performance measures were identified by FDOT: incident duration, travel-time reliability and customer satisfaction.

Miles Managed

As of the end of June 2010, 1,157 miles are managed by ITS. This represents 54% ITS coverage of the Florida FIHS. Extensive ITS deployment took place during the 2009/2010 fiscal year in all Districts and the Turnpike Enterprise.

511 Call System

The 511 call system provides accurate, real-time information to travelers on traffic and road conditions, alternate route information (during incidents), construction information, weather-related problems and public transportation information/options.

In June 2009, Florida's statewide 511 services integrated all the Florida regional 511 services into one statewide system creating the new Statewide Florida 511 Traveler Information System. The fully integrated, bilingual resource offers statewide roadway coverage, the addition of more than 50 new travel partners and personalized services. System integration allows users to request customized calls or texts to inform them of incidents in areas of interest to them. Approximately 2.9 million 511 calls were made during the 12-month period from July 2009 through June 2010.

Strategies for Systems Operations

The department will:

- Incorporate Intelligent Transportation Systems technologies such as traffic control systems and aggressive incident management techniques to keep traffic moving on the Strategic Intermodal System.
- Increase the use of Intelligent Transportation Systems technology as a tool to improve transportation safety and security.
- Expand the use of the electronic toll collection system known as SunPass®.
- Develop a Intelligent Transportation System consistent with the Ten-Year Cost Feasible Plan.
- Support commuter assistance programs for sharing rides to work.
- Continue the department's Access Management Program.
- Improve commercial motor vehicle safety by conducting safety inspections and enforcement of safety requirements for commercial vehicles; install inspection pits at weigh stations; and improve the out-of-service verification program.
- Use information from post-crash inspections of fatal crashes involving commercial vehicles to target resources in high crash locations and to identify problem carriers.
- Coordinate with partners in revising the regional evacuation plans.

Mobility Within Communities

Local transportation investments primarily should reflect the importance of community building, based on the unique vision of each urban or rural community. Accessibility to and availability of transit options are crucial for the enhancement of local mobility and community livability. An objective was developed to measure the success in establishing transit as an alternative mode of transportation for professional, recreational and other purposes at the local level by increasing transit ridership at twice the average rate of population growth.

Department staff members from Districts One and Four have been participating in development of the Heartland Rural Mobility Plan intended to improve the economic health of the Heartland region through development and implementation of an overall mobility improvement process. The plan covers six rural counties and the four Glades-area communities. Recommendations from the plan will be used to establish a Mobility Working Group (MWG) to serve as an initial public transportation planning organization for the region. The MWG will use the Heartland Rural Mobility Plan as the foundation of its efforts to coordinate, develop and implement public transportation improvements in the region.

Short-Range Objective:

- Through 2015, increase transit ridership at twice the average rate of population growth.

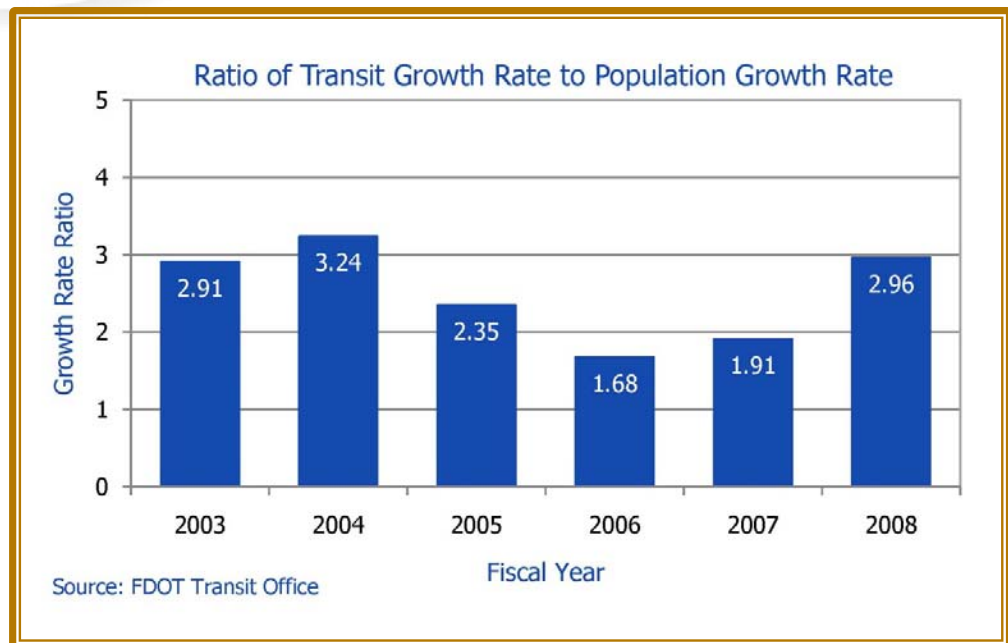
Transportation Choices

Local transportation needs cannot be met by building more and wider roads alone. Local mobility demands make it necessary to focus on additional means of travel and increase mobility for those who do not have access to automobiles.

Measures of Effectiveness	Data		
	Baseline 2000	FY2007/08	FY2008/09
Number of one-way public transit passenger trips	184M	262M	249M
Number of one-way trips provided for transportation disadvantaged. (TDTF funded)	5.7M	6.6M	6.7M
Operating cost per total passenger trips	\$4.99	\$3.92	\$4.08
Operating cost per TD trip	\$14	\$22	\$21.6

The single occupant vehicle is the dominant means of work travel in Florida, accounting for over 79 percent of all work trips in 2008. Floridians, like the remainder of the country, are highly reliant on the personal vehicle with very modest use of other travel means and low vehicle occupancies. Reliance on the automobile has increased traffic congestion in and between local communities.

As of 2009, about 3.3 million Floridians, (over 17 percent of total population) were age 65 and over. Providers of alternative modes need support to preserve today's services and to attract more riders by expanding services and improving reliability especially in urban areas and elder communities. By partnering with the Department of Elder Affairs and their Communities for a Lifetime initiative, elder issues such as transportation choices, accessibility, safety and "elder friendly" transit ridership can be addressed and improved upon. The department is committed to assisting partners in increasing transit ridership. Some 84 percent of Floridian's live in urban areas and 71 percent live within the service area of a transit system. Transit is also a viable solution in reducing greenhouse gases and providing a sustainable transportation system.



FDOT has used the ratio of transit growth rate to population growth rate as a measure to evaluate transit ridership performance. Over the last few years, Florida's transit ridership growth rate had outperformed population growth rate by a ratio of at least 1.68 in 2006 and as high as 3.24 in 2004. However, in FY2009/10, the estimated transit ridership growth rate was -5.17% and Florida's estimated population growth was -0.3%.

Since most transit trips are work trips, ridership levels, just like vehicle miles traveled on the highway system, are tied closely to the economy. Tight local budgets have required many transit agencies to raise fares and/or cut service which has contributed to the ridership decline. Ridership losses at two major transit systems, Miami-Dade Transit and Orlando Lynx, account for the statewide loss. FDOT will continue to support transit agencies and transit projects to meet this challenging ridership objective over the long term.

Strategies for Enhanced Mobility

To help ensure the proposed short-range objectives related to statewide, regional and local mobility and economic competitiveness are achieved, the department will:

- Fully implement the Strategic Intermodal System Strategic Plan.
- Update the Strategic Intermodal System designation and Strategic Plan at least once every five years based the Florida Transportation Plan.
- Protect the global competitiveness and extend the capacity of Strategic Intermodal System hubs by supporting facility upgrades to accommodate new generation vehicles and technology.
- Identify and invest in regionally significant facilities under the Transportation Regional Incentive Program which support regional economic development and growth management strategies.
- Ensure the implementation of the Strategic Intermodal System and regional programs give appropriate attention to the balance between mobility and community and environmental needs in fast-growing, emerging regions.
- Identify and invest in local transportation infrastructure and services which support locally defined visions and comprehensive plans.
- Make optimal use of existing transportation facilities and services through strategies which address traffic operations, incident, emergency management, access management and surrounding land uses before expanding those facilities and services.
- Promote more effective use of existing rail and water corridors to move freight and people.
- Introduce new modal options or develop new transportation hubs or corridors when existing facilities cannot meet mobility or connectivity needs.
- Create institutional structures which support statewide, regional and local mobility needs, building upon closer coordination between transportation, land use and economic development decisions.

Economic Impacts of Work Program Investments

In response to a legislative mandate to analyze the macroeconomic implications of transportation investments and to provide an understanding about how transportation impacts Florida's competitive position, the department developed a macroeconomic analysis methodology to evaluate the long-term economic benefits of

the department's Work Program. The analysis was conducted in 2003, updated in 2006 and again in 2009.

These benefits include increases in personal income to Florida residents, employment and the State's Gross Domestic Product (i.e., the total value of goods and services produced). The key objective of the legislative requirement is to ensure "that the state has a clear understanding of the economic consequences of transportation investments . . . [and to] develop a macroeconomic analysis of the linkages between transportation investment and economic performance" at the state and district levels.

This legislation specifically requires the analysis to assess:

- the state's and district's economic performance relative to the competition;
- the business environment as viewed from the perspective of companies evaluating Florida as a place to do business; and
- Florida's capacity to sustain long-term growth.

The macroeconomic model developed by Florida Department of Transportation directly analyzes the impact of Work Program investments on travel conditions in the state including travel time, vehicle-operating costs and economic costs associated with safety. The model quantifies the benefits from Work Program investments in highway, transit, seaports and rail projects which reduce transportation costs, and then translates those benefits into cost savings for Florida's businesses.

Benefit-Cost Summary of the FDOT Work Program	
(All monetary values reported in billions of 2008 dollars)	
BENEFITS	
Present Value of Personal Income Change	\$ 59.5
Present Value of Non-Business User Benefits	\$ 79.7
Total Discounted Benefits	\$139.2
COSTS	
Present Value of Total Costs	\$28.3
Net Present Value (Benefits Minus Costs)	\$110.9
Benefit-Cost Ratio	4.92

The reduced cost of doing business in Florida allows businesses to be more competitive and increase their market share. Direct user benefits include travel time savings, reduction in vehicle operating costs and reduction in the number of crashes. Secondary business benefits associated with long-term changes in productivity expressed in this model are increased output (sales), hiring additional workers and ultimately increasing the personal income of Florida's residents.

In 2009, every \$1 invested in FDOT's work program for highway, rail, seaports and transit facilities in the state will generate \$4.92 in user and economic benefits over 30 years. The macroeconomic model represents a significant milestone in evaluating the economic benefits of investments in Florida's transportation system and guiding future transportation investment policies and legislation.

In addition, a 2007 U.S. Federal Highway Administration (FHWA) analysis concluded an additional \$1 billion spending on highway construction is associated with an additional 9,500 person-year jobs in construction or closely related occupations. There are likely to be an additional 18,500 jobs in supporting industries and from higher consumer spending resulting from increased employment.